

schrap of a thing as this? I'll have to be hootin' up a big box to sthand him on!"

And, sure enough, that was exactly what he had to do, and it took but a short time for the intelligent little animal to learn just what the box was for; as soon as his stall door was opened, he would march out, get upon the box, stand very still while he was curried, and then lift first one foot and then the other to have it cleaned and washed.

Nothing gave Timothy greater satisfaction than to brush the beautiful coat until it shone like moleskin, and to comb the silky mane and tail until each particular hair seemed to stand out for very pride.

Ned soon grew to love his little mistress very dearly, and to answer with a loud neigh the queer, piping whistle by which she always called to him.

No pen can describe the delightful drives of the charming autumn days. Jack Frost

seemed particularly gracious that year, and painted the trees more gorgeously than ever before. At least, it seemed so to Denise; but perhaps, seeing it all from her own little carriage as she drove along in the golden sunshine, singing to Ned the little song of which he never seemed to tire, gave an added charm to everything.

This song was all about a "poor little robin" whose name was "Toodle-de-too," and Ned seemed to think that it had been composed especially for him, and would invariably go very slowly as soon as Denise began to sing it, and would turn back one ear, as though to hear better.

When the song ended he would give a funny little jump of approval, and then trot on again.

And so the happy autumn days sped by, and Denise felt that there never had been so happy an introduction before as that which made her acquainted with Ned Toodles.

THE STORY OF A LIFE-SAVING STATION.

TERESA A. BROWN.

WHILE we are listening to the wild storms of winter howling around our comfortable homes, let us take a look at the home and life of the brave life-savers, who are guarding life and property along our coasts.

Few people realize what these men have to endure, or how many heroic deeds could be gathered from the records of even one of these little stations.

During the year ending in 1895 the disasters on our ocean and lake coasts numbered 675, with a passenger list of 5823; of these 5797 were saved by the gallant keeper and his brave men; over 100 other persons were rescued from drowning at the different stations.

We can judge from this report how efficient must be the corps of officers in this important department of the Government; millions of dol-

lars worth of property, in the shape of valuable cargoes, are yearly saved from the greedy ocean by the crews of the Life Saving Service.

There are now on the American coasts 230 stations properly equipped, and the cost to the Government is made good by the value of lives and money saved; indeed, under the present system, there are fewer lives lost yearly on the whole coast-line than were formerly sacrificed on the Jersey coast alone in that time.

The general superintendent of the Life Saving Service resides at Washington; there are district superintendents who have charge of all stations in their district, which they must visit once in three months. Each district superintendent must inspect the public property, and drill the various crews in all exercises, on the occasion of his visit of inspection.

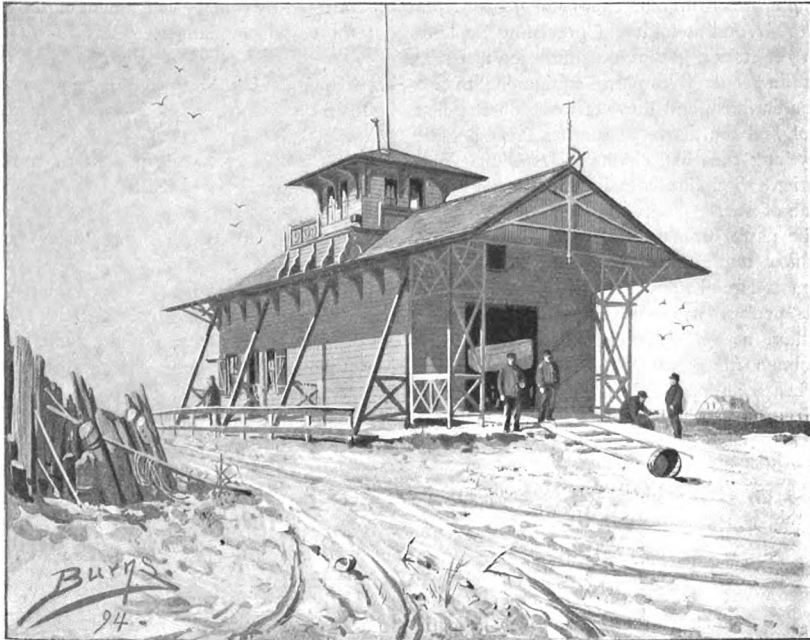
A journal of the daily doings at each station is forwarded weekly to the Department at Washington; where wrecks occur, and lives or vessels are lost, a rigid investigation is made by the Department, with a view to detecting any possible neglect or carelessness on the part of the life-savers.

The station itself is a two-story house built securely and solidly upon some good site along the beach; it is comfortable and roomy, fur-

with Old Ocean as their master; they must be able to handle a boat in the roughest weather, and to face all the dangers of the deep.

Each man must undergo a strict medical examination, and must bring to the station his certificate of good health; and he is also obliged to sign an agreement to faithfully perform all duties.

The keeper receives a salary of \$900 a year (up to 1892 it was but \$700); he must be at



A UNITED STATES LIFE-SAVING STATION.

nished by the Government, and has the boat-room and kitchen on the lower floor; a large bedroom for the keeper, another for the surfmen, and a store-room occupy the second story.

The boat-room is large, and opens by great double doors upon the beach. It contains the life-boat and all the life-saving apparatus—always in perfect order and readiness.

The crew consists of a keeper and six surfmen, though some stations number seven surfmen; these men are graduates from no naval college, but have served their apprenticeship

the station all the year round, but is allowed a month's leave of absence in summer if he gives up his pay. A surfman receives \$65 a month, is at the station during eight months of the year, and has the privilege of leaving the station for twenty-four hours every two weeks,—but in lonely stations they generally remain for the active season, which begins September 1, ending May 1; when a man leaves in May, he goes where he pleases, and if he does not return in September the keeper gets another man in his place for the next winter season.

The keeper is held responsible for the condition of everything connected with the station; he must drill the men in their duties, divide the work evenly, and see that the men are orderly. No liquor is allowed on the premises; drunkenness or neglect of duty is punished by instant dismissal from the service; the man who is detailed to cook must keep the kitchen in perfect order; and each has his share of the housework to perform, for no women live at the stations.

The crew are numbered by the keeper from one to six, and at midnight preceding September 1 the station goes into commission; at that hour the keeper gives patrol equipments to two of the surfmen, and they start out on the first patrol, and the active season has fairly begun; everything runs like clockwork after that, and as strict a discipline is maintained as on board a man-of-war.

The patrol from sunset to sunrise is one of the most important duties in the service, and the most careful rules are laid down in regard to its performance. When stations are near together, as on dangerous coasts, the two patrolmen from Station "B," starting along the beach in opposite directions, walk until they meet patrolmen from "C" and "D," with whom they exchange checks, and return to their own station. At the end of a week the checks are returned to their proper stations, and this is kept up during the season, week after week.

The keepers of lonely stations provide the surfmen with time-detectors. A time-detector is similar to a clock with a hinged cover, fastened by a lock—the key to which is retained by the keeper; beneath the cover a revolving plate supporting a paper dial is placed, and a die so arranged that when a patrol-key is inserted and turned in the clock a mark is made upon the paper dial recording the hour of striking. At the end of the "beat" is a post to which a key is affixed; when the patrolman reaches this he winds the clock,—the dial-plate is marked; failure to be at the clock, without good and sufficient reason, is punished by dismissal.

At midnight, at such a station, the keeper gives to the two patrolmen a clock containing fresh dial-plates, and these two men going

in opposite directions patrol the beach till four in the morning. When these return to the station, two other men take their places till sunrise. The next night, at sunset, two new men keep guard until eight in the evening, and at that hour their places are taken by two others, until midnight. Then, returning to the station, the keeper is called, new dial-plates are inserted in the clocks, they are locked and given to two new patrolmen, who walk till four in the morning. So from sunset till sunrise our American coasts are patrolled by solitary watchmen, on the lookout for vessels in danger.

No weather is severe enough to daunt these brave men, and they trudge all night in rain, hail, wind, or snow, while we are comfortably sleeping.

The patrol duty at a station is so arranged that those men who have the long patrol one month are put on the short patrol the next; the night-watches are divided into three watches of four hours each.

On the discovery of a wreck by night, the patrolman burns a red signal light (with which he is always supplied) to notify those on the wreck that they have been seen, and that assistance will be rendered.

He then hastens to the station, and the whole crew turns out; the boat is run out on its carriage, all apparatus is collected, and they proceed to the part of the beach nearest the wreck. If practicable, the life-boat is launched, each man wearing a life-belt. They pull off to the wreck, and under the keeper's orders, which are promptly obeyed, the passengers are taken off to the beach, and the boat returns until all have been rescued.

If the boat cannot be used on account of the surf and the weather, they proceed to rig the breeches-buoy line between the wreck and the shore.

Coming abreast of the wreck, preparations are made to get a line to the vessel. Each man has his part of the work to do: the keeper, assisted by man No. 1, has been loading the gun; he puts in it a projectile to which is fastened a strong braided line, six hundred yards long, and so coiled in a box that it may follow the shot without getting entangled. If their aim is well taken, the shot will pass over the wreck

and the shot-line will fall across some part of the vessel.

The crew on the wreck haul in this line, to which the life-savers have attached a pulley with a heavier rope through it; both ends of this rope are kept on shore.

Fastened to this pulley, or tail-block, is a tally-board with directions in French and English, instructing the wrecked men how and where to make it fast.

When it is fast on board the vessel, the life-savers fasten a hawser to one side of the

To this large rope is fastened the breeches-buoy (whose form is well known) by a snatch-block; this block can be opened at one side and closed securely after it has been slipped over the hawser.

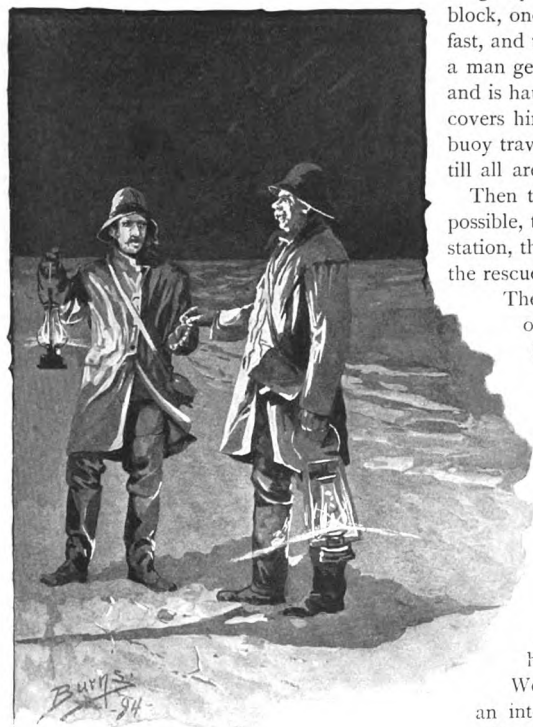
Meantime, the surfmen have buried the sand-anchor deep in the sand, and tackles are hooked to this anchor and the hawser, which has been made taut. Then a crotch is set under it upon the beach, which raises it over eight feet from the ground. The breeches-buoy now hangs from the hawser by the snatch-block; to the slings by which the buoy is attached to the block, one side of the whip-line has been made fast, and the buoy is hauled off to the wreck; a man gets in, putting a leg into each opening, and is hauled to shore through surf that often covers him; he is taken out, and the breeches-buoy travels to and fro over this aerial railway till all are rescued.

Then the apparatus is recovered as far as possible, the beach-cart is drawn back to the station, the boat and gear are put in order, and the rescued ones are attended to.

The daily routine of station life is broken only by this wrecking duty.

On Mondays, flags and bedding must be aired, weather permitting, and all the regular household duties performed. On Tuesdays there is boat practice; this consists in hauling the boat-carriage to the beach, unloading, launching her, and pulling out through the surf—backing, turning, or doing just what the keeper commands, he steering the boat. After practice, the boat is put on the carriage, hauled back to the boat house, cleaned, and left in perfect order.

Wednesday is signal-drill day. There is an international code of signals, composed of flags representing the different letters of the alphabet. Each surfman has a set of miniature flags, and he signals to the keeper, who answers them with his flags—so any man at the station can read a message from a wrecked ship. All the principal maritime nations have adopted this code, and as vessels are provided with flags, and books containing the key to different signals, printed in many languages, communication



PATROLMEN EXCHANGING THEIR CHECKS.

whip-line and haul on the other, and the hawser is pulled out to the wreck; this hawser also bears a tally-board, directing that it be made fast two feet above the whip-line.

Now there is one endless small rope, and a large one three and a half inches in circumference, connecting the wreck with the shore.

between vessels and stations can be easily carried on, whatever the ship's nationality.

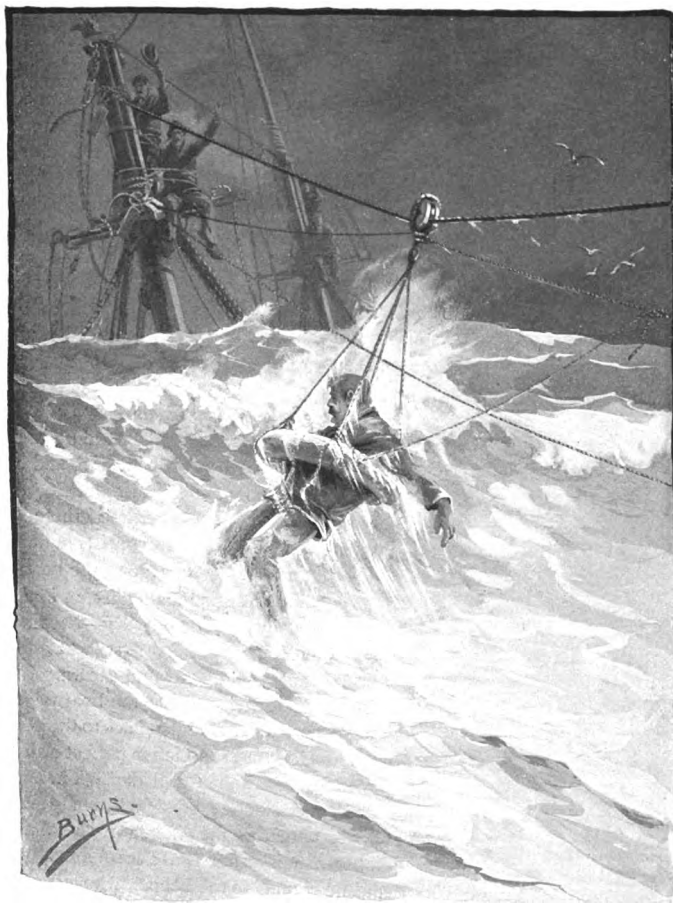
Thursday is the day for drilling with beach apparatus. A pole planted in the sand represents the mast of the wrecked ship. The beach apparatus, beach-cart, hawsers, guns, lines, blocks, and buoy are all run out in short time and all the manœuvres gone through with, as if in actually rescuing a crew; from the time

made all the men models of promptness and obedience. After this drill the crew returns the beach apparatus to the station, leaving everything, as usual, in order.

On Fridays, the entire crew is drilled in the resuscitation of apparently drowned persons.

The crew recites the formula laid down for treatment of such cases, and then each man takes his turn in operating on another as though at work upon a patient. If the method adopted by them were practised in every case of supposed drowning, no doubt lives would be oftener saved.

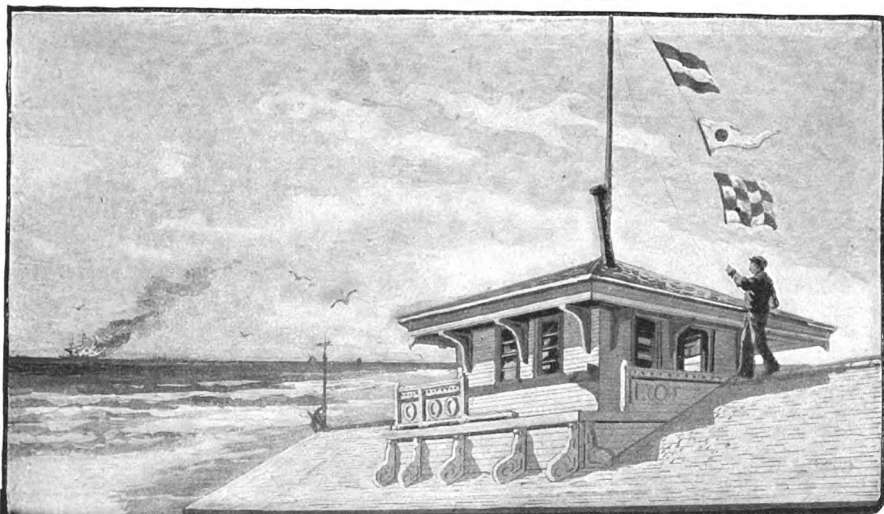
The rescued man's clothing is loosened, his mouth and nostrils wiped thoroughly dry, and he is turned upon his face, with a tightly rolled wad of clothing placed beneath the stomach, and the operator firmly presses the parts above that organ for a minute or so until all the water flows from the mouth. Then he is laid on his back, the wad being so placed under his back as to raise the pit of the stomach above the general level of the body. The operator then kneels or sits astride of the patient's hips, grasping with his hand the small ribs, pressing with the balls of the thumbs on the pit of the stomach, and finally letting go his hold



SAVING A SAILOR BY MEANS OF THE BREECHES-BUOY.

the word "action" is spoken by the keeper till the supposed rescued man is brought to the supposed beach, only six minutes have passed! It seems almost incredible, but their training has

after a last push which forces the air out of the body; the ribs resume their normal position, which creates a partial vacuum in the lungs, air enters the empty space through the mouth and



SIGNALING A MESSAGE TO A VESSEL BY FLAGS.



INTERIOR OF SIGNAL TOWER.

While one man is endeavoring to make the patient breathe, others are warming him with hot bricks, bottles of hot water, and hot flannel cloths applied to limbs, armpits, and the soles of the feet; but none of their ministrations interfere with the first operator, who is restoring the breath to the patient. If any life is left, this vigorous treatment generally brings it back.

Saturday is general house-cleaning day; floors and windows are washed and cleaned, etc. On Sunday nothing but necessary housework is done. Patrol duty is performed every night in the active season, and of course is the hardest part of the life; at times the shore is cut away by violent storms and the men have to walk through

the icy water, which is often up to their armpits; their health is constantly endangered, and now and then one loses his life.

Several times there has been a bill before Congress to increase the pay of the surfmen, and it is to be hoped that such a bill will be passed; both keepers and surfmen earn their paltry salaries by faithful and heroic service amid peril and hardship.

The clenching of hands and jaws, formerly considered signs of death, are now looked upon as evidence that some life remains; in many cases at these stations the jaws have had to be pried open with the aid of some sort of lever.